



USCG PORT STATE CONTROL



MARINE SAFETY OFFICE

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Welcome to Our Port

A note from the Chief of Port State Control

Lieutenant Andrew Williamson

On behalf of our crew, I would like to welcome you to the Port of Mobile, Alabama. As foreign vessel inspectors and boarding officers, my team and I are responsible for all vessels calling to Gulf Coast ports from Pensacola, Florida to Gulfport, Mississippi.

Our mission is threefold. First, and foremost, we are primarily concerned with the safety of all personnel on board your vessel. We take safety very seriously and strive to ensure that you and your crew return safely to your families. We thoroughly inspect all aspects of your vessel concerning lifesaving and fire fighting appliances so that if some unfortunate incident occurs which requires their use, they will operate the way they were designed to operate. Secondly, we ensure the safety of our environment along the gulf coast of the United States. We do this by carefully inspecting the oily water separator, garbage management on board your vessel, and all other appliances designed to prevent pollution under MARPOL 73/78. Finally, we inspect your vessel's navigation equipment, hull condition, and seaworthiness in order to ensure that your vessel will not be a hazard to the waterways of the United States. We hope that safety is the primary concern aboard your vessel and once again, welcome to Mobile.

Disposal of Shipboard Garbage

Know the way

PO Ron Burge

The proper disposal of garbage at sea is ultimately the responsibility of the master of a vessel. However the entire crew needs to be involved for this to come to fruition. The separation of shipboard garbage is one of the most important factors in ensuring that a vessel meets the requirements set forth by MARPOL V and 33CFR151.69. As it is well known, plastic is never to be disposed of at sea. When Coast Guard inspectors conduct a boarding, several things are

checked to insure the vessel is in compliance. The garbage log, the galley waste receptacles and the garbage that is stored on deck while the vessel is in port will all be checked. Finding plastics mixed with food waste (even a small amount) could be an indication that the vessel is not disposing of plastic waste properly. Large fines can be avoided simply by ensuring that all shipboard garbage is separated. Crew education and training on the disposal of garbage is important, but one of the simplest ways to keep a vessels garbage separated is to have waste receptacles clearly marked with the type of garbage to be placed in them.

Fire Plans

Know the Details

PO Jeff Estes

Fire plans are a very important part of the fire safety of ships. When your ship is in port and the crew has a little time to go ashore for relaxation and recreation time; you as the captain want to have piece of mind that everything is safe and in order. So what if your crew was off the ship and there happened to be a fire somewhere on the ship. The local fire department would be needed to help with the fire fighting. The first thing they, as the responders, will look for is the vessels fire plan. With this plan they can accurately locate vital fire fighting equipment needed to fight the fire.

Coast Guard Port State Control boarding teams will look for discrepancies on your fire plan. Almost 50% of the fire plans we look at have the old IMO symbology. It is not a requirement to have the new symbols on the plan, however the Coast Guard recommends that if you are having your fire plan re-done, go ahead and include the new symbology.

Here is a website where you can view and copy the new symbology: <http://www.mss-int.com/catalogue1.html>. If you have the capability, we recommend that you go to this website and update the IMO Symbology.

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Shocking Info for You and Your Crew

Electric shock can be fatal...don't let it happen to you or your crew.

LTJg Sherry Hume

SOLAS requires main and emergency switchboards to be easily accessible by personnel from all sides without the threat of danger. These sides should be suitably guarded. No exposed current carrying parts with excessive voltages shall be installed on the face of any switchboard or control panel. And of course, what most people seem to forget or take for granted, there **MUST** be non-conducting mats or gratings in the front and rear of these switchboards and control panels.

Although it is NOT required, it is recommended that other precautions be taken to ensure the safety of all personnel. Electric Shock / First Aid procedures could be hung in the general vicinity. A wooden cane or "dead mans stick" could be readily accessible near all switchboards and control panels. This would be used to safely remove a victim from the "current" situation. Sometimes, this action is quicker than shutting off the power to the panel. And of course, every minute counts when it comes to saving a person's life.

With this said, why would anyone be so careless as to leave bare wires showing at junction boxes, light housings, frayed cords, or just out of nowhere? I'm not sure why...but it happens! In fact, it happens a lot more frequently than it should!

SOLAS states that "All electrical apparatus shall be so constructed and so installed as not to cause injury when handled or touched in a normal manner."

If you truly care about those you sail with...look around, take note of these "shockers", and replace them. It's so much easier to replace these little things, than it is to replace your life.

Shipboard Emergency

Know Who to Call

LTJg Tracy Berg

During one of our recent Coast Guard inspections, a foreign crewmember was injured during a fire drill. Fortunately the injury was not life threatening, but the crewmember was transported to the local hospital for medical care. When the incident occurred, the foreign crew did not know who to call, and asked the Coast Guard to notify the local emergency services. As a result of this, a

number of emergency issues surfaced. What will you do if there is an emergency while your vessel is in port? All ships prepare for fires and other problems while underway, but what changes when the ship is tied to the pier? What other factors come into consideration? Is it worth risking your life or the life of others to save the ship, when you can all walk to the pier?

If you have an emergency onboard your ship, such as a fire or an injury, and you are moored in the U.S., whom will you call? In almost every U.S. port, you can reach an emergency service dispatcher by dialing 9-1-1 on any phone. Be prepared before you make this call, though. 9-1-1 is an **EMERGENCY ONLY** phone number! The person you talk with will ask you where the emergency is, what the nature of the problem is, and about the people involved.

The key to dealing with these emergencies in port is to be prepared. When you arrive, ask some questions so that you have local information **before** an incident occurs. Your shipping agent or other local representatives will certainly be able to answer your questions. Ensure the ship's crew also knows the appropriate emergency actions while moored at the pier. Here is a general list of questions you may want to review:

How will I call for emergency assistance? What phone number should I use? Where is the closest phone, if not onboard the ship? What is the name of the location my ship is moored? With large terminals, does my berth have a certain designation? Is there a specific hospital we should send a crewmember to in case of injury? At what point will I decide to call in outside assistance, rather than risk the crew's life? If there is an emergency, will I need to contact the dock? The shipping agent? The Coast Guard?

Hopefully you will not have to worry about an emergency onboard your vessel. If you do, though, answering a few questions ahead of time and being prepared could mean the difference between minor incident and major catastrophe.



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